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WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

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"It is of unexceptionally good quality."  
"Particularly pleasant to the taste."  
"Decidedly tonic and sustaining."  
"In every respect most satisfactory."

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The Ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.  
Victoria Dispensary,  
Queen's Road Central,  
Hongkong, 17th October, 1892.

A. S. WATSON &amp; CO., LD.

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OUR SECOND AND LAST SHIPMENT, for this season of VEGETABLE and FLOWER SEEDS having arrived, we strongly advise customers (in order to prevent disappointment) to book their orders at once for all seeds required for late sowing.

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A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10lbs. each...\$1.50.

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Special quotations for large quantities.

## RANSOME'S NEW PARIS

## LAWN MOWERS.

\$17.00 each.

A. S. WATSON &amp; CO., LD.

## THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 15th October, 1892.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## MARRIAGES.

On the 3rd instant, at the Cathedral of the Holy Trinity, Shanghai, by the Reverend H. C. Hodges, M.A., ESKINE TRAVERS, younger son of the late General Edward and Laura Travers, to AGNES GERTRUDE, youngest daughter of the Reverend Frederick J. ROSS LAURENCE, M.A., Rector of Birch, Essex.

At Tientsin, on the 25th October, by the Rev. C. A. Stanley, the Rev. J. B. THOMPSON to Miss T. D'ETIA HERTZ.

## BIRTH.

On the 25th September, at 7, Charnwood-street, Derby, the wife of THOMAS LAFAIR, of a daughter.

The Hongkong Telegraph.  
HONGKONG, TUESDAY, NOVEMBER 8, 1892.

## TELEGRAMS.

## THE GUILDHALL BANQUET.

LONDON, November 7th.

Sir W. Vernon Harcourt and Mr. John Morley were not present at the Guildhall Banquet.

## THE STRIKE IN LANCASHIRE.

Sixty thousand operatives have struck work in Lancashire, and 14,000,000 spindles are idle.

## THE IRONCLAD "HOWE."

It is feared that the *Howe*, recently reported ashore, will become a hopeless wreck.

## OSMAN DIGNA AGAIN.

Osman Digna is reported to be advancing on Suakin.

## LOCAL AND GENERAL.

The German gunboat *Sitta* arrived at Shanghai from Amoy on the 3rd inst.

The *Chikuma Kan* took her overgrown funnel away North to-day, bound for Japan.

The Italian cruiser *Carlotto* returned to Shanghai from Hankow on the 2nd inst.

The German steamer *Kitel* arrived at Nagasaki from Vladivostok on the 27th ult., to undergo repairs necessitated by grounding in the Amoor river.

A REGULAR meeting of St. John's Lodge, No. 618, S.C. will be held in Freemasons' Hall, Zealand Street, on Saturday, the 12th instant, at 8.45 for 9 p.m. precisely. Visiting brethren are cordially invited.

H.M.S. *Mercury* and *Plow* are expected here from Singapore within the next few weeks, to be paid off. Their places in the Straits will be taken by the *Pallas* and the torpedo cruiser *Archon*.

A BOAT with 65 coolies on board collided with a steam-launch at Yokohama while making for the City of Peking on the morning of October 29th, and was upset. Two of the coolies were drowned.

THERE are now fifty-two electric lights around the French coast, and they are constantly being increased in power. The three lights at Ushant, Harfleur, and Belle Isle are each now equal to 900,000 candles power.

THE *Hyogo News* of October 29th reports that the steamship *Linnox* in coming to Kobe ran down a junk off Kuni Island, near the Kil Channel. Six of the crew of the Japanese craft went ashore and the other two were brought on to Kobe by the steamer.

THAT old and accomplished China jockey, Mr. "Smarty" Dunman, greatly distinguished himself at the recent Singapore Race Meeting. Out of 14 mounts Mr. Dunman was successful eight times, was three times placed second and once third—a rattling good average.

## MAILS Due:—

Bombay (Bomida)	8th instant.
English (Ganges)	8th "
Singapore (Dionid)	10th "
American (Paris)	10th "
Indian (Chelidra)	10th "
Canadian (Loe Soh)	13th "

THE Swatow correspondent of the *Shanghai Mercury* says that Woodyear's Circus Company obtained \$600 compensation from the Chinese authorities for the damage done to their property by a riotous mob. We hope this is true, but if so it is rather surprising the news should not have reached us before now.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, to-morrow evening, commencing at 8 p.m.:—

Quadrille: "Royal Boudoir," D. Godfrey.  
"Reconciliation of Herod," F. Godfrey.  
Vals: "Venetian Song," F. Godfrey.  
"La Cigale," J. Godfrey.  
Polka: "The Student's," J. Godfrey.

REFERRING to the appointment of Monsieur de Rosier, formerly French consul at Hongkong and afterwards of Tientsin, to be consul to Philipopolis, the *N. C. Daily News* remarks that his many friends will gladly recognise it as a proof that his recall from Tientsin was not a disciplinary measure, as the sudden recall of Mr. Ristellhuber is supposed to have been.

A HOME paper contains a report on the steps taken in China by Herr von Brandt, the German Minister, to prevent the smuggling of arms into China. In a note dated August 6th the Minister informs the Chinese Government that all illegally imported arms will be confiscated, and that the German authorities will do everything in their power to prevent a traffic which is dangerous to all.

THE trouble on the border between Kiangsi province and Hunan, which the natives spoke of as a rebellion, is, says the *N. C. Daily News*, now all settled. The rebels, *Kolao Hsi* and others, were, he asserted, and the authorities offer by proclamation rewards of from twenty to a hundred taels for the apprehension of certain leaders named, or for information which may lead to their apprehension.

In accordance with "old custom" the ridiculous force of perambulating the military cantonment was gone through to-day in the most approved style; Major-General Digby Barker leading the gladiatorial hosts. Drums were beaten, bugles blown, and the blundering blue-jeans of the band piped and there was great commotion and a jubilation. To-morrow the same "pledge" will be gone through and the whole thing will end up with a No. 1 "chow chow" up-top-side.

THE *Japan Mail* has the following:—H.M. the Emperor has been gradually pleased to confer the Order of the Sacred Treasure, Second Class, on Captain J. Inglis, R.N. Naval Adviser to the Japanese Government. Doubtless there will be no difficulty in obtaining Her Majesty's permission for Captain Inglis to wear the Order. The Government evidently appreciates the services which this distinguished officer has rendered to Japan, for he has already been decorated with the Third Class of the Rising Sun, and he now receives an additional and very exceptional mark of the Sovereign's favour.

A PRESS despatch dated Mansfield (Or.) September 27th says: Captain O'Brien and his companion, Holmes, were rescued from the *Witmore* this afternoon by Captain T. Bergman and the life-saving crew from the *Umpqua*. The sea was not running quite so high as yesterday. Bergman succeeded in getting a line to the men, which they in succession tied about their waists and jumped into the sea and were picked up by the life saving crew. In the attempt to reach the wreck Captain Bergman was thrown from the boat and received considerable bruising. Captain O'Brien and his companion were reduced to one and a half biscuit a day when rescued. They have suffered very much from exposure and loss of sleep, being unable to rest. Captain O'Brien is satisfied from his past week's experience on the *Witmore* that no other type of vessel would stand such seas as the *Witmore* has experienced during that time. The only injury is in the cabin. The vessel is in no worse condition than when operations for trying to reach her were suspended.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of China*, Capt. Archibald, arrived at Nagasaki at 7 a.m. yesterday, and left at 4 p.m. the same day for Vancouver, via Kobe and Yokohama.

THERE is in one of the consular offices in Hongkong a certain clerk, of very distinguished birth with a still more distinguished appetite. We have not the pleasure of the gentleman's acquaintance, but can describe him as the hungriest-looking hollow-eyed white-faced specimen on earth; there is no danger of falling to recognise him. On the departure of a certain vessel recently, this gentleman thought he might get a square meal on the strength of his connection with the consulate, so he went on board and hung about, expecting to be taken below. But the vessel was just getting ready to go away, and nobody had time to see to him. Where there's a will there's a way, however, and where there's a cheek there is this gentleman always in a front seat. He went below of his own accord. Nothing to be got, Oh, yes! There was a big bottle of whisky—better than nothing. Accordingly he made that bottle feel empty. Then, leaving his card, he returned on shore. "That's when he felt all right!" A month later an official report came to the consulate, stating that a certain Government had sent out a medical specialist, who had secured a beautiful collection of Asiatic cholera germs, but unfortunately the bottle of spirits in which they were preserved had been emptied in Hongkong. "That's when he felt all wrong!"

REGARDING the New British Minister to China the *London and China Express* says:—It was expected that Mr. O'Connor, the new Minister to China, would have been made K.C.B. before leaving for his post. This is not his first visit to that country, as he was Secretary of Legation there before becoming Consul-General of Sofia. He is a Roman Catholic, and claims descent from the old Kings of Ireland. In token whereof he spells his name with one "n." He has abrupt manners but a kind heart, and at Sofia was a universal favourite. As a young man he occupied diplomatic posts in outlandish parts and had a variety of adventures at different times. He especially enjoys recounting tales of his travels through brigand-infested districts in South America. A brigand, he says, accosts you with the inquiry, "Tiene usted dinero?" (Have you got money?) If you show signs of drawing a revolver at once he has his at your head instantly, and you are compelled to turn out your pockets. If, on the other hand, you are up to the ropes, reply "Yes, sir, it is at your disposal," and put a hand to your pocket as if to draw it out; but instead of money you produce a loaded pistol and bid him be off. Mr. O'Connor was married the year before last, and has one son. The wedding took place at a very critical moment in Eastern politics, and the Government allowed him only ten days to go from Sofia to London (some sixty hours' hard travelling) to get married and return to his post. He accomplished the feat with some hours to spare.

## SUPREME COURT.

## IN BANKRUPTCY.

(Before Mr. Filding Clarke, Chief Justice.)

November 8th.

## THE VANBRING-ACE.

Mr. Wright (Wotton and Deacon) appeared in support of a petition in the matter of Frederick Conrad Naudin, vanished. The petition was filed on the 4th October, by Lin Shing, a creditor. An order was made for substituted service, and one of the services was to be made on A. F. do Rosario, which was done. The usual advertisements were inserted in the *Gazette* and *Daily Press*. A receiving order was now required.

His Lordship:—There do not seem to be any assets; the best course would be to prove the debt and then adjourn the hearing. It is no use making a bankruptcy order if there is no estate. Mr. Wright said he understood there was some estate. Lin Shing's assistant manager stated that his firm had paid to Naudin \$657.73 in payment for goods bridling, which was to be delivered immediately, but was in fact never delivered. This was on the 6th October.

Naudin's chief clerk said that his late master had come to the office regularly every day for three years, until 6th October, but had not been seen since. Naudin owned his comrade \$5000. The office furniture might be worth \$200, and goods in the godowns \$2,000. There was a bill of sale, and two months' rent due.

His Lordship again suggested to adjourn for a week, saying he was certainly not inclined to make receiving orders if there was practically no estate to be divided.

After a little discussion, further evidence was called. A. F. do Rosario, clerk, said the property left by his late master Naudin would be worth about \$1,800. His debts amounted to \$30,000.

His Lordship:—Probably if I made an order there would be just enough realised out of the estate to pay costs of the petition, and nothing else. I certainly do not think bankruptcy proceedings are justified unless there is something for the general body of creditors. After some inaudible consultation with the Assistant Registrar his Lordship made the receiving order, so that the property might be realised.

## IN RE C. J. BATMAN.

Charles James Batman, schoolmaster, came up for public examination, and stated that his liabilities were \$1000, and assets practically nothing at present. When in charge of the Hongkong Public School, in June, 1891, he had altogether \$300 a month, but was then indebted about \$2,000. Being unable to pay it off, he lost the school; he also lost a good deal through fever in the school. When the Public School closed, he at once started another, and almost all the pupils came to him the next day. His rent had been high (\$70), but he now only paid \$35. He proposed to pay \$70 a month for two years, to his creditors. They all agreed. He had every reason to expect to pay it all, as he now had a private school doing well, with prospects of doing still better.

No questions were asked by any creditors. Examination closed.

## HOW TO RAISE THE WIND IN HONGKONG.

The latest idea in "raising the wind" is to persuade members of the *Telegraph* staff. There is such an awful lot of money to be paid into this office that the dishonesty may be easily tempted to try and get some of it, and a few hundreds or so might never be missed. A certain beachcomber (has lately been going round "collecting" bills for us, taking orders and money for our *Bokhara* pamphlet, and even raising subscriptions for tombstones. All the money, of course, he keeps. Unless that individual performs the "vanishing act" within twenty-four hours we will have him in the Clinic, and we shall press for the maximum sentence—SEVEN YEARS.

## THE CRUISE OF THE "PING CHING."

## THE "BOKHARA" WRECK VISITED.

## NEW LIGHTS AND BUOYS FOR THE HAINAN STRAITS.

The great vessel in the Chinese Imperial Customs fleet of useful and well equipped revenue cutters and lighthouse tenders, the *Ping Ching*, arrived here yesterday from the North, en route to the Straits of Hainan, under command of the veteran navigator and sinologue, Captain N. Andersen, and carrying in his official capacity as Coast Inspector, Captain A. M. Bibebe, whose name is so intimately connected with the grand work of rendering the coasts of the vast empire of China almost as safe for navigation as money and skill can make them. And it must be conceded that Hainan, as the task seemed some thirty odd years ago, the energy and ability of Captain Bibebe supplemented by the labours of a thoroughly efficient staff of lighthouse engineers and backed by the ingenuity and financial arrangements of the "Moving Spirit" in China—the redoubtable Inspector-General—has resulted in the establishment of a Light Service which is a great credit to the organizers as it is invaluable to the busy and ever-increasing fleets of merchantmen that plough the Eastern waters. But far as the system has advanced, it is still considered to be a good deal short of the mark, especially in the extreme South, and it is with a view to effecting further improvements in that direction that Sir Robert Hart has despatched the *Ping Ching* to visit the Pescadore Light (Fisher Island), then Waglan (where the light East of the Suez Canal will shortly be shedding its rays) and then down to the Straits of Hainan, where four large buoys, constructed at Kowloon by the Dock Company, are now being placed in positions which will assist navigators to steer clear of the dangerous reefs that abound in that part of the China Sea. In addition thereto Captain Bibebe will make the necessary preliminary surveys and fix the position for two light-houses in those narrow and dangerous waters, which are to be built with all possible speed as soon as the engineers now actively engaged at Waglan have completed their task in this neighbourhood. Then, later on, it is quite on the cards that after placing an lighthouse on the western end of the Tientsin Promontory, up north, the Imperial Maritime Customs will have a first-class light erected on Chauling Point, thereby making it unnecessary to place a light on Pedro Blanco, where it would be most difficult to effect landing with stores or, indeed, at all, either to relieve the light-keepers or take off mails or necessaries to them. When the present plans are carried out, and the wreck of the *Peking* in Bonham Strait has been removed, there will be little cause for complaint either by foreigners or Chinese, but rather the reverse, for the greater facilities for trade the more will it expand to the advantage of the Chinese authorities, who receive handsome revenue through the Customs Houses from foreign traders.

On the way down to Shanghai the *Ping Ching* had, as above stated, call in at Fisher Island lighthouse, in the Pescadores; and as that island is situated close to the *Bokhara* wreck, off Sand Island, it occurred to her commander that some further interesting news respecting that disaster and the salvage operations under way might be obtainable. Captain Andersen has consequently favoured us with the following report:—

The *Ping Ching* made for Sand Island and there communicated with the shipper and divers on board the *Shanghai tug Samson*, who were hard at work saving the cargo and treasure that went down with the *Bokhara* on the 10th ultimo. The divers stated that the wreck was lying in about ten fathoms of water, close up to a large ledge of coral reef, upright and on an even keel. The three masts are still standing, though two of the top-masts have gone by the board. The starboard side of the ill-fated vessel is in contact with the reef, so that as the treasure-room was on the port side, the divers expressed strong hopes of saving the greater part of the contents of the hold, and gold—about \$75,000 in all. Owing to the heavy weather, the moonlight being set in, the work of the divers will be considerably retarded, but they are fully well housed on Sand Island and will take advantage of every "lull" to proceed vigorously with their work. No British or any other gunboat was seen at the Pescadores, which is somewhat strange seeing that it is quite within the range of possibility that some daring Chinese marauders, learning through the columns of the Chinese papers that a mere handful of foreigners, wholly unprotected, are striving hundreds of thousands of dollars' worth of their practical craft up to the Pescadores and over the little party of Englishmen—who are earning a hard and honest living at the wreck. We don't say it is likely that the *Samson* will be pirated, but in view of comparatively recent piratical outrages on board vessels leaving the Straits of this colony we consider it is more than possible, unless a gunboat is stationed at the Pescadores (as should have been done long ago, to rescue the men who were cast away on Pechang Island, for no other purpose) and caused to remain there until the wreck is abandoned.

Up to the hour of the *Ping Ching*'s departure from the Pescadores the party of Chinese engaged by the mandarin of Makung to recover and bury the dead had found ninety-two bodies, including 14 male Europeans and five females. One of the women was washed up on Fisher Island and buried there by Mr. O'Driscoll, the lightkeeper who so promptly sent word and aid to the survivors at Makung. It was the body of a young woman on whose left biceps was a tattoo in the shape of a cross on a red ground, which, it is known to her relatives, would lead to identification. The body of a tall, very fair man with full beard and apparently about 40 years of age was also buried on Fisher Island by the lightkeeper. It is supposed that it was the body of Captain J. Jonassen, the commander of the wrecked Norwegian steamer *Normand*. One of the most heart-rending scenes connected with the terrible *Bokhara* disaster was witnessed in Makung harbour a few days prior to the *Ping Ching*'s arrival at the Pescadores. It was a body of a European lady (most probably Mrs. Cunliffe) floating on the surface of the water, with her bare tied and closely clasped to her breast, while her up-turned eyes, close-set teeth and rigid muscles plainly enough told of the anguish of soul and fortitude with which that noble woman strove in vain, and bowed to the decree of Fate. Alas! that such a woman, such a heroine, should have been thus suddenly seized by the cold hand of Death!

The divers have seen a number of bodies about the wreck and jammed between rocks near it, which they will recover shortly and hand over to the burying party on the island. We are told that the mode of burying the dead is not all that could be desired. Sand Island is a coral formation and the fishermen engaged for the work have no tools with which they can sink into the hard surface soil. Therefore the bodies are laid on the sand beach, and covered (as are Chinese beggars) with matting and sand. It is all that the islanders can do, and no blame for such indecent burial can be attached to the

mandarin at Makung, to whom we are much indebted for his liberality and thoughtfulness. But surely the P. and O. Company or the naval authorities, or even the Hongkong Committee of Relief, might send a burying party up to the islands and have those hopeless victims decently buried forthwith. It is surely not too much to ask this last service for those we have lost.

The *Ping Ching* leaves for Hainan Strait to-morrow morning and expects to return to Hongkong in the course of a week or two.

## MACAO.

(FROM OUR OWN CORRESPONDENT.)

MACAO, November 7th.  
The total eclipse of the moon witnessed here on Friday night was a grand spectacle, and one might almost have thought that your acrobatic Hernandez—(also a Macao man?)—was paying us a surprise visit in his wonderful illuminated balloon.

[Oh, come off! It was not a total eclipse anyhow unless it was a different moon in Macao.—Ed. Hongkong Telegraph.]  
According to our Celestial friends, the moon was swallowed by a big frog [Always thought it was a dragon, or a devil—Ed.] who found it too much to carry, and had to bring it up again. In order to hasten the emetic effect, the Chinese try their best to make a perfectly deafening noise [Yes, it is enough to make the very devil sick—Ed.] with gongs, drums, horns, in fact everything they can get to make a row. [Why not try a German Club "social"?—Ed.] Then when they have succeeded in bringing the moon out again, they burn joss-sticks by way of thanksgiving.

By the way, talking of joss-pidgin, the Celestials here are more and more persuaded of the bad omen of this leap year (of which, if you remember, I wrote you, about last Christmas) and agree that the sooner it is over the better. The subscription for a big joss celebration to be held next month is going on well, and so perhaps 1893 will be more fortunate. For myself, although of course I know how foolish their ideas are yet I cannot help thinking how strangely sad a year this has been to all of us.

When Major Alpina, Director of the P. W. D. here, completed his term a few months ago, and went home, it was said that, partly from motives of economy, the vacancy would not be filled. Since his departure the work has been most ably managed by Capt. Savage. Now, by the last mail, news has arrived that the Marquesas de Minas is to be appointed. He must be one of the "poor but proud" nobles, to take service in the public works of such an out-of-the-world place—rather more poor than proud.

By the way, Governor da Borge has just been named *Comde de fregate*, while the harbour Master, Mr. Alves Branco, is *Capitao de mar e guerra*, a grade higher. The late Vice-Admiral Scaramella, when formerly harbour-master here, was also of the same rank as Mr. Branco. He gained all his promotion by service here and ultimately returned home as Deputy for this district, in which post he died. He was then a retired Vice-Admiral. There is in the Portuguese Navy only one Admiral, and that is the King. At the present rate of progress there may some day be a Prince of the Blood as governor of this half-dead colony of the Holy Name.

The fifth drawing in the lottery run by the House of Holy Mercy takes place next Sunday. Very few tickets are left in the brokers' hands. For December, some 2,000 tickets have already been disposed of—good business!

## SHANGHAI AUTUMN RACE MEETING.

Judges:—A. McLeod, Esq., R. E. Bredon, Esq., Stewards in charge of the Scales:—C. Heilmann, Esq.; John McGregor, Esq. Stewards in charge of Telegraph and Numbers:—H. J. H. Tapp, Esq.; B. A. C. H. P. A. Probet, Esq.; Stewards:—E. H. Gore-Booth, Esq.; C. J. Ashley, Esq., Timekeeper:—A. E. Jones, Esq., Clerk of the Course:—E. H. Gore-Booth, Esq., Secretary:—Barnes Dallas, Esq.

THIRD DAY, WEDNESDAY, NOVEMBER 2ND.  
THE FLATWAY PLATE, value Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Seven furlongs.  
Mr. Henry Silva's dun Majestic, 11st. 7lb. Mr. Read 1  
Mr. Sassoon's br. Mighty, 11st. 1lb. Mr. Sassoon 2  
Mr. Nicholas's b. Mamay, 11st. 1lb. Mr. Midwood 3  
Mr. Bregal's cr. Teutonic, 11st. 1lb. Mr. Reynell 4  
Mr. Dennis's gr. Don, 11st. 1lb. Mr. Reany 5  
Mr. Harvey's ch. Sterling, 11st. 1lb. Mr. Sampson 6  
Mr. John Peel's gr. Meiry Thought, 11st. 1lb. Mr. Hough 7  
Mr. Sassoon's br. Hollyhock, 11st. 1lb. Mr. Dallas 8

Majestic, on the strength of his Criterions victory, was made a hot favorite from Merry Thought and the *Hankow* "crack" Mamay, and the distance being well within his compass he had no difficulty in winning easily by four lengths from Mighty, with Mamay close up behind, and Merry Thought fourth. Time 3 min. 48 3/4 secs.

THE PARI-MUTUEL CUP, value Tls. 200, added to a sweepstake of Tls. 10 each; second pony to receive 30 per cent, and the third pony 10 per cent of the stakes; for China ponies; weight for inches as per scale; griffins at date of entry allowed 7lb.; non-starters and winners at the meeting 7lb. extra. One mile and a half.  
Mr. Frederick's dun Bovril, 11st. 8lb. (incl. 7lb.) Mr. Read 1  
Mr. John Peel's gr. Tulliman, 11st. 8lb. (incl. 7lb. ex.) Mr. Tulliman 2  
Mr. Sassoon's ch. Lightning, 10st. 12lb. Mr. Hough 3  
Mr. Dallas's gr. Hohenkoller, 11st. 4lb. Mr. Dallas 4

Bovril first favorite, with Lightning also very much fancied. Lightning made all the running until half a mile from the Judge's box, where he was challenged by Bovril and after a brief struggle dropped in the rear. Tulliman tried hard to overtake the dun, but it was no use, Bovril winning with ridiculous ease by half a dozen lengths. Mr. Sassoon's pair were beaten off. Time 3 min. 16 secs.

THE STEWARDS PLATE, value Tls. 100; presented by the Stewards for China ponies, being 5th side griffins at date of entry; weight for inches as per scale; winners of a race, 7lb. extra; two or more races, 10lb. extra; entrance, Tls. 5 each; half to be paid to the winner and half to the second pony. One mile and a half.  
Mr. Common's bl. Petronel, 11st. 5lb. (incl. 7lb. ex.) Mr. Sampson 1  
Mr. Ring's ch. Fleur de Rose, 11st. 5lb. (incl. 7lb. ex.) Mr. Read 2  
Mr. Sassoon's ch. Yarra, 11st. 5lb. (incl. 7lb. ex.) Mr. Dallas 3  
Mr. Ulo's br. Nonpareil, 10st. 13lb. Mr. Reynell 4  
Mr. Struver's sk. Eventual, 11st. 1lb. Mr. Hough 5

Petronel was backed at odds on against the field, and coming to the front at the Monument, he romped in two lengths ahead of Fleur de Rose, with Yarra very close up. Time 3 min. 45 secs.  
THE COMMODITY CUP, value Tls. 150; second pony Tls. 50; for China ponies; weight for inches as per scale; winners at this meeting

of one race 7lb. extra; two races 12lb. extra; three or more 15lb. extra; entrance, Tls. 10. One mile and three-quarters.

Mr. Sassoon's br. Zephyr, 11st. 4lb. Mr. Sassoon 1  
Mr. John Peel's gr. Vagrant, 11st. 4lb. Mr. Hough 2  
Mr. Harry's br. Timekeeper, 11st. 2lb. Mr. Crawford 3  
Mr. Waveny's bl. Nolmost, 11st. 4lb. Mr. Read 4

Timekeeper, notwithstanding his 7lb. penalty, was backed as if the race were over. Zephyr alone of the others having any substantial support. After the favorite and Nolmost had raced each other to a standstill, Mr. Sassoon, who rode a most patient race, came clean through his field at the Monument with the grand old brown, and won anyhow from Vagrant, the latter beating Timekeeper three lengths for second place. Time, 3 min. 55 1/2 secs.

THE MANCHU STAKES, value Tls. 100; for China ponies, 12lb. griffins at date of entry, that have run and not won a race; weight for inches as per scale; entrance, Tls. 5. One mile and a quarter.

Mr. John Gilpin's gr. Kettledrum, 11st. 1lb. Mr. Crawford 1  
Mr. Ring's gr. Arimas, 11st. 7lb. Mr. Meyerink 2  
Mr. A. Anton's br. Chocolate, 11st. 7lb. Mr. Dallas 3  
Mr. John Peel's gr. Guardsman, 11st. 1lb. Mr. Hough 4  
Mr. John Peel's gr. Border Minstrel, 10st. 9lb. Mr. Gresson 5  
Mr. Sassoon's gr. Index, 11st.











# THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, NOVEMBER 8, 1894.

## The Share Market.

**LATEST QUOTATIONS**  
Hongkong and Shanghai Bank.—112½ per cent. prem., sellers.  
The National Bank of China, Ltd.—on 7/10, paid up, 35 per cent. dis., 100 shares and buyers.  
The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
The Bank of China, Japan & the Straits, Ltd.—44½, buyers.  
The Bank of China, Japan & the Straits Ltd.—Founders' shares, 200, buyers.  
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—14 per cent. premium.  
Union Insurance Society of Canton—\$8½ per share, ex div., buyers.  
China Traders' Insurance Company—\$55 per share, sellers.  
North China Insurance—Tls. 240 per share, sellers.  
Canton Insurance Company, Limited—\$105 per share, buyers.  
Yangtze Insurance Association—\$102, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$265 per share, sellers.  
China Fire Insurance Company—\$26½ per share, sales and buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$30½, sales and buyers.  
China and Manila Steam Ship Company—28 per share, buyers.  
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.  
Douglas Steamship Company—\$37 per share, sales and buyers.  
The Steam Launch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales and sellers.  
Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
Hongkong Hotel Company—\$24, sellers.  
Hongkong Hotel Co.'s 5th per cent. Debentures—\$501.  
The Austin Arms Hotel and Building Company, Limited—\$4½ per share, sellers.  
The Shamoon Hotel Co., Limited—\$5 per share, sellers.  
Panjion and Sungle Dug Samantan Mining Co.—\$2.25, per share, sellers.  
The Raub Gold Mining Co., Limited—25 cents per share, sales and buyers.  
New Inwits Mining Co., Limited—\$1.50 per share, buyers.  
The Balmoral Gold Mining Co., Limited—nominal.  
Tongqua Coal Mining Co.—\$150 per share, sellers.  
The Jebeu Mining and Trading Co., Limited—\$5.25 per share, ex div., sellers.  
The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.  
London and Pacific Petroleum Co., Ltd.—ntr. nominal.  
China Sugar Refining Company, Limited—\$155 per share, sales and buyers.  
Lemon Sugar Refining Company, Limited—\$35, nominal.  
A. S. Watson & Co., Limited—\$16½ per share, sales and buyers.  
Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.  
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
The Kowloon Land Investment Co., Limited—\$3 per share, sellers.  
The Hongkong Land Investment Co., Limited—\$57, sales and sellers.  
The West Point Buildings Co., Limited—\$37 per share, sellers.  
H. G. Brown & Co., Limited—\$24 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company—\$46 per share, sellers.  
Hongkong Rope Manufacturing Company, Limited—\$97½ per share, sellers.  
Hongkong Gas Company—\$100 per share, sales and buyers.  
Hongkong Ice Company—\$68 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$45 per share, sellers.  
The Hongkong Brick and Cement Co., Limited—\$5½ per share, sellers.  
The Green Island Cement Co.—\$4½ per share, sellers.  
The Hongkong Electric Light Co., Limited—\$2½ per share, sellers.  
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

**EXCHANGE.**  
On London—Bank, T. T. 2/9½  
Bank Bills, on demand 2/9½  
Bank Bills, at 4 months' sight 2/9½  
Creditor at 4 months' sight 2/9½  
Documentary Bills, at 4 months' sight 2/10  
On Paris—  
Bank Bills, on demand 3.48  
Creditor, at 4 months' sight 3.57  
On India—  
T. T. 22½  
On Demand 22½  
On Shanghai—  
Bank, T. T. 72  
Private, 30 days' sight 72½

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. Anderson.  
Mr. and Miss Beckett.  
Mr. C. E. Bignora.  
Mr. J. Castella.  
Capt. Clutterbuck.  
Mrs. Clutterbuck.  
Mrs. and Miss Cooley.  
Mr. G. C. Cox.  
Mr. Deuss.  
Comdr. J. Dickerson.  
Miss Dickerson.  
Master Dickerson.  
Mr. and Mrs. Easton.  
Mr. Geo. Frankish.  
Miss L. Giffin.  
Miss Lillian Giffin.  
Mr. C. H. Hammatt.  
Mr. Thos. Howard.  
Mr. and Mrs. L. Kirk.  
Mr. A. Kitson.  
Mr. G. Landers.  
Mrs. E. Cornwall Legh.  
Miss M. H. Cornwall Legh.

Conrad and Mrs. von Loeper and maid.  
Miss E. Viney & maid.  
Mr. B. P. Moore.  
Rev. J. M. Morton.  
Mr. W. Oakley.  
Mr. L. Prosperi.  
Miss Reynolds.  
Mr. F. Rinkell.  
Mr. and Mrs. Kicher.  
Mr. F. Steams.  
Mr. John L. Stoddard.  
Mr. W. Tappenbeck.  
Mr. Thayer.  
Lieut. K. Thost.  
Lieut. Tracey.  
Mr. J. Wallis.  
Mr. John S. Wallis.  
Mrs. Warren.  
Mrs. Wellcomb.  
Mr. G. Wolfe.  
Mrs. Dampier Wood.  
Mr. F. Worthington.

## VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie.  
Mr. S. T. Benjamin.  
Captain Benson.  
Mrs. Blackburne.  
Mr. Hart-Buck.  
Rev. R. F. Cobbold.  
Mr. H. F. Meyer.  
Mr. and Mrs. C. C. Cohen.  
Mr. J. B. Coughtrie.  
Colonel Chauncy.

Mr. W. E. Crowe.  
Hon. E. Littleton.  
Mr. Verner Meyer.  
Mr. and Mrs. W. Macbean.  
children and nurse.  
Mr. Chas. C. Malsch.  
Mr. H. F. Meyer.  
Mrs. Nierop.  
Mr. A. Ross.  
Mr. C. Schwenke.  
Mr. Taylor.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Ammann.  
Mr. and Mrs. Beaupre.  
Miss Beaupre.  
Mr. Chaudet.  
Major Clayton.  
Mr. T. Cowen.  
Mr. and Mrs. Faucher.  
Miss Faucher.  
Mr. W. S. Harrison.  
Mr. Morton Jones.  
Mr. V. Kofod.

Mr. W. H. R. Lezley.  
Mr. F. Maitland.  
Mr. W. R. Needham.  
Surgeon-General H. F. Paterson.  
Mr. and Mrs. Perkins.  
Mr. Sparrow.  
Mr. Strachan.  
Mr. Geo. L. Tomlin.  
Mr. David Wood.

## MAILS EXPECTED.

**THE AMERICAN MAIL.**  
The O. & S. S. Co.'s steamer *Pera*, with mails, &c., from San Francisco, left Yokohama the 5th instant, at daylight, and may be expected here on the 10th.  
The O. & S. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 25th ultimo.  
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Yokohama, on the 6th instant.

**THE INDIAN MAIL.**  
The Indo-China steamer *Chelydra*, with the Indian mail, left Singapore on the 4th inst. at 11 a.m., and may be expected here on the 10th.

## STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Dioned* left Singapore on the 3rd instant, and is due here on the 10th.  
The Northern Pacific Steamship Co.'s steamer *Lee Sak*, from Tacoma and Victoria, left Yokohama for Kobe on the 7th instant, and may be expected here on the 13th.  
The P. & O. S. N. Co.'s steamer *Formosa* left Bombay on the 29th ultimo, and may be expected here on the 10th instant.

## Shipping.

**ARRIVALS.**  
PEKIN, British steamer, 118, Matthews, 7th Nov.—Amoy 5th November, General—Chinese.  
KWANGLER, Chinese steamer, 1,504, R. L. Lincoln, 7th Nov.—Shanghai 4th November, General—C. M. S. N. Co.  
GANGA, British steamer, 1,168, T. J. Alderson, 8th Nov.—Bombay 23rd Oct., and Singapore 2nd Nov., Mails and General—P. & O. S. N. Co.  
BOEMIDA, Italian steamer, 1,497, Ansaldo, 8th Nov.—Bombay 14th Oct., and Singapore 31st, General—Carlson & Co.  
FOREK, British steamer, 509, W. Davis, 8th Nov.—Tamsui 4th Nov., Amoy 6th, and Swatow 7th, General—D. L. Park & Co.  
SUHAT, British steamer, 1,676, R. J. Sleeman, 8th Nov.—Shanghai 5th Nov., Mails and General—P. & O. S. N. Co.  
ST. ANDREW, Norwegian steamer, 2,009, H. K. Hansen, 8th Nov.—Kuchino 3rd Nov., Coals—Mitsui Bussan Kaisha.  
SHEAM, British steamer, 845, E. F. Stowell, 8th Nov.—Samarang 28th Nov., Sugar—Kin Tye Loong.  
N. S. DE LORETO, Spanish steamer, 536, C. Luzzaraga, 8th Nov.—Iloilo 4th Nov., General—Chinese.  
SWATOW, German steamer, 631, C. Bing, 8th Nov.—Haiphong 6th November, Rice and General—A. R. Marty.

## CLEARANCES AT THE HARBOUR OFFICE.

Ask, Danish steamer, for Haiphong.  
Frej, British steamer, for Hoikow, &c.  
Tales, German steamer, for Singapore.  
Chow-chow-foo, German steamer, for Chefoo.  
Yuen-sang, British steamer, for Swatow, &c.  
Propontis, British steamer, for Kutchinotsu.  
Penshaw, British bark, for Manila.  
Arratoon Apcar, British steamer, for Singapore and Calcutta.  
Independent, German steamer, for Singapore, &c.

## DEPARTURES.

November 7, *Noris*, German s.s., for Canton.  
November 7, *Wistung*, British str., for Canton.  
November 7, *Triumph*, German str., for Canton.  
November 7, *Tai-sang*, British str., for Canton.  
November 7, *Maifod*, Chinese str., for Canton.  
November 7, *Fu-ping*, Chinese str., for Canton.  
November 7, *Chishima*, Japanese cruiser, for Yokohama.  
November 8, *Bengal*, British str., for Saigon.  
November 8, *Haloon*, British str., for Swatow.  
November 8, *Frej*, Danish str., for Hoikow.  
November 8, *Independent*, German steamer, for Singapore, &c.  
November 8, *Mongkut*, British str., for Swatow.  
November 8, *Arratoon Apcar*, British str., for Singapore, &c.  
November 8, *Fushua*, Chinese str., for Shanghai.  
November 8, *Propontis*, British steamer, for Amoy.  
November 8, *Bornas*, Dutch str., for Amoy.  
November 8, *Haiphong*, French str., for Hoikow.  
November 8, *Yuen-sang*, British steamer, for Swatow, &c.  
November 8, *Oanfa*, British str., for Singapore.  
November 8, *Nisde*, German steamer, for Yokohama.

## PASSENGERS—ARRIVED:

*Per Ganges*, str., from London for Hongkong.—Mrs. Atford and 2 children, Mrs. Young, Miss Young, Miss Kemmott, Miss W. Masons, Messrs. C. M. Adamson and Guard. From Brindisi.—Mr. R. T. Wright. From Colombo.—Sergeant-Major and Mrs. Lewis and child. From Penang.—12 Chinese. From Singapore.—Messrs. Ming Cho, C. A. Schmuck, Hip Long, W. M. Gardner, Wm. Warren, and 54 Chinese. From London for Shanghai.—Mr. and Mrs. J. Ware and 3 children, Mr. and Mrs. Myer, Miss and Master Johnson, Mrs. and Miss Milne, Mrs. H. Muller, Mrs. Payne, Miss Gairrell, Miss Hone, Messrs. Hoare, Mackay, C. Jackson, and Bell, and J. Jackson. From Bombay for Yokohama.—Mr. H. W. and Miss Bickitt.  
*Per Syrat*, str., from Shanghai for Hongkong.—Mrs. Joseph, Messrs. Pine, Morton Jones, H. Smith, and 2 Chinese. For Bombay.—Mr. A. Esra. For London.—Mr. John Stewart.  
*Per Kwanglee*, str., from Shanghai.—Mr. Henderson, and 110 Chinese.  
*Per Bormida*, str., from Bombay, &c.—142 Chinese.  
*Per Fokien*, str., from Tamsui, &c.—Mr. and Mrs. Hadley, Rev. M. G. Guthrie, Rev. H. Michael, Messrs. Sampson, Tappenbeck, and 57 Chinese.

## REPORTS.

The British steamship *Sichan* reports that she left Samsang on the 28th ultimo. Had light north-east winds throughout.  
The Chinese steamship *Kwanglee* reports that she left Shanghai on the 4th instant. From Shanghai to White Dogs had light variable winds with dull weather, and barometer 29.98 to 30.00. From White Dogs to Hongkong had steady north-east breeze and fine clear weather, with barometer 29.96; arrived here at 5.10 p.m. last night.  
The British steamship *Fokien* reports that she left Tamsui on the 4th instant, Amoy on the 6th, and Swatow on the 7th. From Tamsui to Amoy light monsoon and calm. From Amoy to Swatow had light monsoon and fine weather. From Swatow had light monsoon and fine weather the first part of the passage, and the latter part had cloudy and showery weather to port. In Swatow the steamship *Pha Chem Kiao*.

## Post Office.

**A MAIL WILL CLOSE—**  
For Straits and Bombay.—*Per Teheran* to-morrow, the 9th instant, at 11.30 A.M.  
For Foochow and Tientsin.—*Per Singan* to-morrow, the 9th instant, at 3.30 P.M.  
For Saigon.—*Per Holstein* to-morrow, the 9th instant, at 3.30 P.M.  
For Wuhu.—*Per Dewangia* to-morrow, the 9th instant, at 3.30 P.M.  
For Newchwang.—*Per Elie* to-morrow, the 9th instant, at 3.30 P.M.  
For Amoy and Manila.—*Per Zafiro* to-morrow, the 9th instant, at 4.30 P.M.  
For Swatow, Amoy, and Tamsui.—*Per Fokien* to-morrow, the 9th instant, at 5 P.M.  
For Europe, &c., India via Bombay.—*Per Swat* on Thursday, the 10th instant, at 11 A.M.  
For Sydney and Melbourne.—*Per Airis* on Wednesday, the 10th instant, at 2.30 P.M.  
For Macao, Yokohama, and San Francisco.—*Per Belgic* on Thursday, the 10th instant, at 5 P.M.  
For Nagasaki, Kobe, and Yokohama.—*Per Ravenna* on Friday, the 11th instant, at 11.30 A.M.  
For Singapore & London.—*Per Polyphemus* on Friday, the 11th instant, at 2.30 P.M.  
For Europe, &c.—*Per Sackin* on Monday, the 14th instant, at 2.30 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
Ask, Danish steamer, 682, Revsbeck, 7th Nov.—Haiphong 4th Nov., and Hoikow 6th, General—A. R. Marty.  
BELOIC, British steamer, 2,695, Wm. H. Walker, 1st Nov.—San Francisco 6th October, and Yokohama 27th, Mails and General—O. & O. S. Co.  
BENL'DI, British steamer, 1,481, John Clark, 6th Nov.—Singapore 31st Oct., General—Gibb, Livingston & Co.  
BORNO, Dutch steamer, 1,490, H. Klein, 1st Nov.—Java (Cherbon), 22nd Oct., Sugar.—Jardine Matheson & Co.  
CHOW-CHOW-FOO, German steamer, 797, F. Clausen, 4th Nov.—Iloilo 31st Nov., Sugar.—Melchers & Co.  
CICERO, British steamer, 1,030, A. George, 2nd Nov.—Saloon 27th October, General.—Arnhold, Karberg & Co.  
DEUTEROS, German steamer, 1,197, W. A. Dinsg, 7th Nov.—Canton 7th Nov., General—Siemens & Co.  
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 7th Nov.—Vancouver, via Yokohama, Kobe, and Shanghai 5th November, General—Canadian Pacific Railway Co.  
GLENFARN, British steamer, 1,407, Murray, 6th Nov.—Probolingo 27th Oct., Sugar.—Jardine Matheson & Co.  
HOLSTEIN, German steamer, 1,103, J. Bruhn, 4th Nov.—Saloon 30th October, Rice and Salt.—Wieler & Co.  
KRIEMHILD, German steamer, 2,000, Ehlers, 7th Nov.—Kobe 2nd Nov., General—Siemens & Co.  
MATHILDE, German steamer, 600, P. Moos, 3rd Nov.—Tours 31st Oct., General—Siemens & Co.  
NANSHAN, British steamer, 805, J. Blackburne, 7th Nov.—Bangkok 28th Nov., General—Hop Hing Hong.  
OORIVA, British steamer, 419, J. M. Daly, 23rd May.—Singapore 16th May, General.—Butterfield & Swire.  
POLYPHEMUS, British steamer, 1,813, W. Lee, 7th Nov.—M. J. 2nd Nov., General.—Butterfield & Swire.  
RAVENNA, British steamer, 1,915, G. W. F. Browne, R.N.R., 7th Nov.—Yokohama 29th Oct., Mails and General—P. & O. S. N. Co.  
SINGAN, British steamer, 1,050, J. Price, 5th Nov.—Canton 5th Nov., General—Butterfield & Swire.  
TAILEE, German steamer, 828, Calender, 5th Nov.—Java 28th Oct., Sugar.—Meyer & Co.  
TEHERAN, British steamer, 1,671, C. H. J. Tricque, 26th Oct.—Bombay 3rd Oct., and Singapore 18th Oct., General—P. & O. S. N. Co.  
TRIUMPH, German steamer, 674, J. Bruhn, 6th Nov.—Newchwang 31st October, Beans.—Ed. Schellhaas & Co.  
ZAFIRO, British steamer, 675, A. W. R. Cobban, 7th Nov.—Manila 4th Nov., Hemp and General.—Shewan & Co.

**SAILING VESSELS.**  
ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil.—Reuter, Brockelmann & Co.  
DOROTHEA, German bark, 670, H. M. Moeller, 6th Nov.—Liverpool 22nd July, Coals.—Master.  
ELKE, German ship, 1,375, H. Bremers, 15th August.—New York 3rd April, Petroleum.—Arnhold, Karberg & Co.  
E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals.—Geo. R. Stevens.  
ISAC REED, American ship, 1,489, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.  
JERANDA, German bark, 825, A. Oeselsmann, 21st Sept.—Hamburg 29th April, General.—Arnhold, Karberg & Co.  
J. Y. ROBBINS, British schooner, 178, Croohy, 11th Sept.—New York 10th May, Petroleum.—Order.  
NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August.—Yee-on 11th Aug.—Timber.—Yung Kee.  
PENSHAW, British bark, 727, Wood, 2nd Oct.—Calang 22nd August, and Canaga 19th Sept., Timber.—Gibb, Livingston & Co.  
SANTA ELENA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil.—Jardine Matheson & Co.  
SANTA CRUZ, American schooner, 92, H. W. Banke, 29th Oct.—put back, General.—Wieler & Co.  
XENIA, American bark, 1,735, L. D. Smith, 3rd Nov.—Sydney, N.S.W., 3rd Sept., Coal.—Order.

**RIVER STEAMERS.**  
Fataban, British steamer, 2,260, W. J. Risby.—H. C. & M. S. Co.  
Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.  
Huangshan, British steamer, 1,055, W. E. Clarke.—H. C. & M. S. Co.  
Ho-nam, British steamer, 1,777, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.  
Klung-chow, British steamer, 288, T. A. Webster.—H. C. & M. S. Co.  
Pang, Chinese steamer, 284, J. W. Stavers.—Tok Kee.  
Powan, British steamer, 1,500, S. W. Goggin.—Hongkong, Canton, & Macao Steamboat Co.  
Tai-on, British steamer, 728, Goblouki.—Chinese.  
White Cloud, British steamer, 752, A. Cruickshank.—H. C. & M. S. Co.

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